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MADRID STOCKHOLM MARCH 20, 1973 FROM TOKYO REPEATED TO YOU
QUOTE

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SUBJECT: CCMS: FOURTH INTERNATIONAL EXPERIMENTAL SAFETY
VEHICLE CONFERENCE, KYOTO (MARCH 13-16, 1973)

REF: A) TOKYO 3 034

B) TOKYO 2950

1. SUMMARY.

A. FOURTH CCMS INTERNATIONAL ESV CONFERENCE WAS HELD IN KYOTO
MARCH 13-16 AT KYOTO INTERNATIONAL CONFERENCE HALL. CONFERENCE
WAS

ATTENDED BY 228 REPRESENTATIVES FROM 11 COUNTRIES (AUSTRALIA,
BELGIUM, FRANCE, FRG, ITALY, JAPAN, NETHERLANDS, SPAIN, SWEDEN, UK
AND U. S.). ALSO REPRESENTED WAS THE EUROPEAN COMMISSION.

B. TECHNICAL PRESENTATIONS WERE MADE BY MOST OF THE MAJOR
AUTOMOBILE MANUFACTURERS: TOYOTA, NISSAN, HONDA, DAIMLER- BENZ,
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VOLKSWAGEN, RENUALT- PEUGOT, CITROEN, BRITISH LEYLAND, GM, FORD, VOLVO, SAAB, ALFA ROMEO AND FIAT. TEN ESVS WERE DISPLAYED: TOYOTA, 2 NISSANS, HONDA, MERCEDES, VOLKSWAGEN, GM AND THREE FIATS.

THE CONFERENCE WAS GENERALLY SUCCESSFUL WITH A GREAT DEAL OF TECHNICAL EXCHANGE BOTH DURING THE CONFERENCE AND IN THE CORRIDTVS.

C. THE PRINCIPAL CONCERN EXPRESSED BY MANUFACTURERS INVOLVED THE DIFFICULTY OF TRANSLATING INTO PRODUCTION THE TECHNOLOGY ACHIEVED IN A RESEARCH VEHICLE PROVIDING FOR OCCUPANT SURVIVABILITY FOLLOWING A CRASH AT 50 MPH INTO A FIXED RIGID BARRIER. PROBLEMS OF WEIGHT AND COST WERE PARTICULARLY STRESSED. IT WAS GENERALLY FELT THAT A 40 MPH SURVIVABILITY GOAL MIGHT BE MORE REALISTIC IN THE NEAR TERM.

D. JAPANESE MADE STRONGEST PRESENTATION IN TERMS OF CONTINUING ESV WORK WITH A VIEW TO DEVELOPING SAFER PRODUCTION CARS. OF EUROPEANS, FIAT PRESENTATION DESCRIBING EFFORT TO DEVELOP ESVS IN THREE WEIGHT CATEGORIES WAS PARTICULARLY IMPRESSIVE. VOLKSWAGEN AND DIAMLER- BENZ ALSO PRESENTED EXCELLENT REPORTS ON THEIR WORK. MOST EUROPEANS EMPHASIZED THEIR DESIRE TO HARMONIZE ROAD SAFETY STANDARDS AND NOTED FORTHCOMING ROLE OF EC IN DEVELOPMENT OF EUROPEAN STANDARDS. POTENTIAL ROLE OF SAFETY BELTS IN INCREASING SAFETY WAS ALSO STRESSED, AS WAS NEED FOR BETTER ACCIDENT DATA.

E. U. S. DESCRIBED ORIENTATION OF NEW U. S. ESV PROGRAM AND PRESENT THINKING ON U. S. RULE- MAKING CALLING FOR INCREASING SURVIVABILITY REQUIREMENT AGAINST FIXED RIGID BARRIER FROM 30 MPH TO 40 MPH IN AUGUST 1979. U. S. MADE CLEAR THAT ESV DEVELOPMENTS WOULD BE TAKEN INTO ACCOUNT IN ONGOING U. S. ROAD SAFETY RULE- MAKING, AND INVITED FOREIGN MANUFACTURERS TO MAKE THEIR ESVS AVAILABLE FOR TESTING IN U. S.

F. IT WAS GENERALLY AGREED THAT 5 TH CCMS INTERNATIONAL ESV CONFERENCE WOULD BE HELD IN LONDON IN 1974. COMPLETE REPORT FOLLOWS BY AIRGRAM. END SUMMARY.

2. THE CONFERENCE CHAIRMAN FOR THE 4 TH CCMS ESV CONFERENCE WAS GENE G. MANNELLA, ASSOCIATE ADMINISTRATOR FOR RESEARCH AND DEVELOPMENT, NHTSA. THE CONFERENCE WAS OPENED WITH ADDRESSES BY DR. NOBUTO OHTA (PRESIDENT OF THE JAPANESE AGENCY OF INDUSTRIAL SCIENCE AND TECHNOLOGY, MITI), JAMES M. BEGGS (SPECIAL REPRESENTATIVE OF THE SECRETARY OF TRANSPORTATION), EIJI TOYODA (PRESIDENT, JAPAN AUTOMOBILE MANUFACTURERS ASSOCIATION) AND DOUGLAS W. TOMS (ADMINISTRATOR, NHTSA). BOTH OHTA AND BEGGS NOTED THE REGRETS OF THEIR RESPECTIVE MINISTERS FOR NOT ATTENDING. BEGGS SPECIFICALLY STATED THAT SECRETARY OF TRANSPORTATION BRINEGAR HOPED TO ATTEND

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5 TH ESV CONFERENCE PRESENTLY SCHEDULED IN THE UK FOR MAY 1974. BEGGS ALSO DESCRIBED HISTORY OF CCMS ROAD SAFETY PILOT STUDY AND PRESIDENTIAL INTEREST. HE NOTED THAT ULTIMATE GOAL OF ESV PROGRAM WAS TO TRANSLATE ESV CHARACTERISTICS INTO PRODUCTION VEHICLES, A TASK WHICH MIGHT WELL PROVE MORE FORMIDABLE THAN CONSTRUCTION OF ESVS THEMSELVES. TOYODA STATED THERE WERE ESSENTIALLY TWO AUTO-MOBILE PROBLEMS: SAFETY AND AUTO EMISSIONS. AS AUTOMOBILES WERE AN INTERNATIONAL COMMODITY, THESE PROBLEMS WOULD HAVE TO BE SOLVED ON AN INTERNATIONAL LEVEL. TOYODA HOPED THAT ESV DEVELOPMENTS WOULD BE TAKEN INTO CONSIDERATION IN FORMULATING NATIONAL REGULATIONS. NHTSA ADMINISTRATOR TOMS NOTED THAT MUCH OF THE ESV WORK REVOLVED AROUND U. S. RULE- MAKING AND STRESSED HIS HOPE THAT THE CONFERENCE WOULD PERMIT THE RELATION OF ESV WORK TO RULE- MAKING.

3. SECOND PART OF OPENING SESSION CONSISTED OF NATIONAL ESV PROGRAM STATUS REPORTS BY NINE COUNTRIES.

A. U. S.: PRINCIPAL POINTS IN BEGGS STATEMENT (TEXT SENT REFTEL A) WERE:

(I) DOT DECISION TO PROCEED WITH CONSTRUCTION OF OPTIMIZED PROTOTYPE ESVS OF LIGHTER CURB WEIGHT AS PART OF ONGOING U. S. ESV PROGRAM WILL BE BASED ON AMF TRADEOFF AND INTEGRATION STUDY OF FIRST PHASE U. S. ESV PROGRAM, AND COULD LEAD TO CONSTRUCTION OF NEW U. S. ESVS WITH SURVIVABILITY ASSURED AGAINST A FIXED RIGID BARRIER AT 45 MPH. NEW U. S. ESV REQUIREMENTS WOULD SUPPORT RULE- MAKING SCHEDULE (BELOW).

(II) PRESENT THINKING ON U. S. REVISED RULE- MAKING SCHEDULE CALLS FOR U. S. REGULATION INCREASING SURVIVABILITY REQUIREMENT AGAINST FIXED RIGID BARRIER FROM 30 MPH TO 40 MPH IN AUGUST 1979. DECISION BASED ON FEASIBILITY AND LEAD TIMES FURNISHED BY MANUFACTURERS, NHTSA RESEARCH (INCLUDING ESV DEVELOPMENTS) AND BEST ESTIMATES OF TYPES OF COLLISIONS WHICH ARE CAUSING MOST SERIOUS ACCIDENTS.

(III) A NEW, LONGER RANGE RESEARCH SAFETY VEHICLE PROJECT WHICH WILL TARGET FOR A WEIGHT RANGE FROM 2,500 TO 3,500 POUNDS WILL ENTER THE CONCEPTIONAL STUDY PHASE THIS YEAR.

(IV) AN EXPERIMENTAL SAFETY MOTORCYCLE PROJECT WAS INITIATED THIS YEAR WITH THE OBJECTIVE OF DEVELOPING SAFETY PERFORMANCE SPECIFICATION FOR THIS CLASS VEHICLE.

(V) OTHER CLASSES OF VEHICLES WILL RECEIVED ATTENTION UNDER A SPECIAL PURPOSE VEHICLE PROJECT TO BE INITIATED NEXT YEAR WITH THE EXPERIMENTAL SAFETY SCHOOL BUS AS A PRIORITY VEHICLE IN THIS CLASS.

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(VI) U. S. INVITED FOREIGN AUTO MANUFACTURERS TO

SEND THEIR ESVS TO U. S. FOR TESTING, FOLLOWING FIAT EXAMPLE, AND ASSURED CONFERENCE THAT ESV DEVELOPMENTS WOULD BE TAKEN INTO ACCOUNT IN FUTURE U. S. ROAD SAFETY RULE- MAKING.

B. JAPAN: YASUO NAKAMURA (MITI) STATED THAT JAPAN HAD ALLOCATED YEN 700 MILLION TO SUBSIDIZE ESV RESEARCH AND THAT 10 NEW PROTOTYPES (1,000 KILO RANGE) WOULD BE DELIVERED TO MITI BY NISSAN IN DECEMBER 1973. TESTING WOULD EMPHASIZE QUESTIONS OF CRASHWORTHINESS, I. E. OCCUPANT PROTECTION FOLLOWING A CRASH. IN ADDITION, HONDA WILL DELIVER FOR TESTING 800 KILO RESEARCH VEHICLES IN DECEMBER 1974. GOJ IN 1972 TESTED 38 SECOND STAGE PROTOTYPES.

C. FRG: HELMUT WAGNER (DEPUTY ASSISTANT SECRETARY MOT) STRESSED THAT IT WAS ESSENTIAL THAT SAFETY KNOWLEDGE GAINED THROUGH ESV PROGRAMS BE APPLIED ASAP. FRG WAS CONCERNED PRIMARILY WITH BIODYNAMICS, CRASHWORTHINESS AND BENEFIT/ COST STUDIES. WITHIN NEXT FEW WEEKS, FRG WILL CONVENE GOVERNMENT/ INDUSTRY MEETING TO DISCUSS GERMAN ROAD SAFETY STANDARDS AS PART OF GERMAN PREPARATION

FOR PROCESS OF DEVELOPING AGREEMENT ON EUROPEAN COMMUNITY ROAD SAFETY STANDARDS. WAGNER (PUBLICLY AND PRIVATELY) STATED FRG WOULD WELCOME BILATERAL CONSULTATION WITH U. S. ON ROAD SAFETY RULE- MAKING. WAGNER ALSO EMPHASIZED THE NEED FOR GENERAL INTERNATIONAL COOPERATION IN THIS RESPECT.

D. UNITED KINGDOM: H. TAYLOR (HEAD OF SAFETY DEPARTMENT, TRANSPORT AND ROAD SAFETY RESEARCH LABORATORY, DOE) NOTED THAT THE UK APPROACH BASED ON SUB- SYSTEMS NOW INVOLVED ANNUAL PROGRAM APPROACHING ONE MILLION POUNDS STERLING. WHILE A LARGE PART OF THE PROGRAM WAS CONCERNED WITH OCCUPANT PROTECTION, THE PRINCIPAL UK GOAL WAS ACCIDENT AVOIDANCE. TAYLOR NOTED UK OPINION THAT NON- LOCKING BRAKES WERE ONE OF FEW PROSPECTS FOR MAKING MAJOR ADVANCE IN ACCIDENT AVOIDANCE. TAYLOR STATED THAT IN FORMULATING UK ROAD SAFETY REQUIREMENTS RESULTS OF INTERNATIONAL STUDIES SUCH AS CCMS PROJECT ON ACCIDENT INVESTIGATION WILL BE USED IN ADDITION TO UK NATIONAL STATISTICS. TAYLOR NOTED THAT WORK HAD BEGUN ON THE CONSTRUCTION OF TWO CARS FROM THE GROUND UP WITH 40 MPH CRASH SURVIVABILITY CAPABILITY AND 3 ADDITIONAL CARS WOULD BE BUILT (ALMOST COMPLETELY MODIFIED FROM EXISTING PRODUCTION VEHICLES) WITH THE SAME CAPABILITY. THESE VEHICLES AND TEST RESULTS THEREON WOULD BE READY FOR THE MAY 1974 5 TH ESV CONFERENCE IN UK. UK ESV PROGRAM WOULD PLACE PARTICULAR EMPHASIS ON AGRESSIVITY BETWEEN DIFFERENT SIZES OF CARS AND OCCUPANT SAFETY. TAYLOR STATED THAT PROGRESS REPORTS WOULD BE MADE AVAILABLE TO COUNTEIES PARTICI- LIMITED OFFICIAL USE

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PATING IN CCMS PROGRAM. IN CONCLUSION, TAYLOR EMPHASIZED THAT STRENUOUS EFFORTS WERE NEEDED TO HARMONIZE ROAD SAFETY STANDARDS.

E. ITALY: AUGUSTO SIRIGNANO (DG FOR MOTORIZATION, MOT)

ENJOINED AGAINST " STERILE" COMPETITION ON ROAD SAFETY. HE ALSO NOTED SHORTNESS OF TIME BETWEEN 3 RD AND 4 TH ESV CONFERENCES. SIRIGNANO STRESSED ITALIAN CONCERN THAT ESV BE DEVELOPED IN WAY THAT WOULD TAKE INTO ACCOUNT ALL ROAD TRAFFIC CONSIDERATIONS AND THAT WEIGHT LIMITS BE KEPT REASONABLE. HE HOPED ESV PROGRAMS WOULD TAKE INTO ACCOUNT EUROPEAN (I. E. SMALL CAR) CONDITIONS. SIRIGNANO EMPHASIZED ITALIAN COMMITMENT TO ESV PROGRAM AND NOTED WITH PRIDE FIAT EFFORTS. SIRIGNANO ALSO POINTED TO NEED FOR PRECISE DEFINITION OF CHARACTERISTICS OF HUMAN DUMMY TESTING DEVICE WHICH WOULD BE USED IN DETERMINING ESV PERFORMANCE. HE STATED THAT SUCH A DUMMY SHOULD CLOSELY CORRESPOND TO THE HUMAN BODY AND SUGGESTED THAT PERHAPS DEVELOPMENT OF BETTER DUMMIES COULD BE UNDERTAKEN WITHIN CCMS. IN CONCLUSION, SIRIGNANO NOTED THAT GOI HAD NOW REACHED ADVANCED STAGE WITH RESPECT TO SETTING UP EXPERIMENTAL CENTER WHICH WOULD STUDY ROAD SAFETY PROBLEMS.

F. FRANCE: PRINCIPAL THRUST OF STATEMENT BY MICHEL FRYBOURG (DIRECTOR OF INSTITUTE FOR TRANSPORT RESEARCH, MOT) WAS SET OUT REFTTEL B. IN ADDITION, FRYBOURG STATED THAT PRIORITY SHOULD BE GIVEN TO DEVELOPMENT OF OCCUPANT RESTRAINT SYSTEMS AND NOTED THAT SEAT BELTS WERE THE MOST COST- EFFECTIVE DEVICE IN THIS RESPECT IF YOU COULD GET PEOPLE TO WEAR THEM. FRYBOURG ALSO FELT A TECHNICAL ASSESSMENT SHOULD BE MADE OF AUTO CRUSH CHARACTERISTICS,

I. E., THE ABILITY OF A CAR TO ABSORB CRASH IMPACT ENERGY THROUGH BODY CRUSHING. FRYBOURG STATED THAT GOF WAS IN PROCESS OF SETTING UP PHOTO LIBRARY OF CRASHES FROM WHICH ACCIDENT SCALE COULD BE DEVELOPED. FRYBOURG FELT THAT ANTI- LOCK BRAKES WERE INTERESTING BUT THE COST MIGHT BE TOO HIGH. HE ALSO FELT THAT STUDY SHOULD BE GIVEN TO THE FEASIBILITY OF A " BLACK BOX " WHICH COULD BE PLACED IN CARS TO ANALYSE ACCIDENT RESULTS AND CAUSES. FRYBOURG STATED THAT INCREASED PENALTIES FOR SPEEDERS COULD ONLY BE EMPLOYED TO A CERTAIN EXTENT FOR POLITICAL REASONS.

G. SWEDEN: GUSTAV EKBERG (HEAD OF VEHICLE DEPARTMENT, SWEDISH ROAD TRAFFIC SAFETY OFFICE) STATED THAT POSSIBLE ESV DESIGNS WERE NOW EMERGING, AND THE NEXT STEP WOULD BE TO STUDY THE QUESTIONS OF HOW TO DERIVE RULES FROM SUCH DESIGNS. SUCH A STUDY SHOULD TAKE PLACE WITHIN A " COMMONLY ACKNOWLEDGED" INTERNATIONAL ORGANIZATION. EKBERG CONCLUDED BY SAYING THAT SO FAR ESV PROGRAM HAD DEALT WITH OCCUPANT SAFETY AND CRASHWORTHINESS; HE HOPED THAT INTERNATIONAL COOPERATION ON ESV COULD EXPAND TO INCLUDE OTHER LIMITED OFFICIAL USE

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ASPECTS OF ROAD SAFETY.

H. BELGIUM: JEANAPPAUL DE COSTER (DIRECTOR, FOUNDATION FOR STUDY AND RESEARCH FOR HIGHWAY SAFETY) STATED THAT AS CCMS PROJECT LEADER FOR PEDESTRIAN SAFETY HE FELT THAT ESV SPECIFICATIONS HAD NEGLECTED PEDESTRIAN SAFETY. HE EXPRESSED HIS HOPE THAT BELGIAN

PEDESTRIAN SAFETY RESOLUTION WOULD BE ADOPTED BY CCMS. DE COSTER STATED HE WAS PLEASED THAT NEW U. S. SPECIFICATIONS ON POSSIBLE 3,000 POUND ESV TOOK PEDESTRIAN SAFETY INTO ACCOUNT. DE COSTER ALSO OPINED THAT STANDARDS RESULTING FROM ESV DEVELOPMENT COULD BE DEVELOPED IN EITHER EC OR ECE.

I. NETHERLANDS: J. G. KUIPERBAK (DEPUTY DIRECTOR ROAD TRANSPORT, MOT) STATED THAT WHILE THE GON WAS NOT ACTIVELY PARTICIPATING IN THE ESV PROGRAM IT WAS INTERESTED IN THE ONGOING WORK AS WERE THE DUTCH AUTO AND COMPONENT PARTS INDUSTRIES.

4. A DETAILED REPORT OF THE TECHNICAL PRESENTATIONS, WHICH WERE GIVEN FOR THE MOST PART BY MANUFACTURERS, WILL BE DISTRIBUTED AS PART OF THE OVERALL REPORT ON THE FOURTH ESV CONFERENCE. BRIEF SUMMARIES OF CERTAIN OF THE SALIENT POINTS FOLLOW BY AIRGRAM. IT MAY BE USEFUL, HOWEVER, TO MAKE CERTAIN KEY POINTS HERE. JAPANESE INDUSTRY WAS REPRESENTED BY EXECUTIVE MANAGING DIRECTOR AND TOP ENGINEERS OF TOYOTA, NISSAN AND HONDA, AND THE JAPANESE ESV PROGRAM IS CLEARLY MOVING IN THE DIRECTION OF CONSIDERABLY SAFER PRODUCTION CARS. DAIMLER BENZ CRITICIZED THE ESV PROGRAM AS IMPOSING STANDARDS WHICH WERE TOO HIGH; VW GAVE A MEASURED STATEMENT STRESSING ONGOING WORK IN BIOMECHANICS, AGGRESSIVITY, HANDLING AND BENEFIT/COST STUDIES. GM AND FORD EMPHASIZED THE NEED FOR FURTHER COMPONENT TESTING BEFORE BUILDING A SECOND GENERATION ESV. FIAT GAVE AN EXCELLENT PRESENTATION WITH RESPECT TO ITS PROTOTYPES IN THREE DIFFERENT WEIGHT CATEGORIES BUT WAS NOT OPTIMISTIC WITH RESPECT TO TRANSLATING THESE CARS INTO PRODUCTION . FIAT ALSO STATED IT WOULD BE A " PASSIVE BAYSTANDER" IN FUTURE ESV PROGRAM IF THE ESV SPECIFICATIONS WERE NOT MADE MORE REASONABLE.

5. IN THE FINAL SESSION, NHTSA (MANELLA) PRESENTED AN OVERVIEW OF THE NHTSA RESEARCH AND DEVELOPMENT PROGRAM. HE NOTED THAT IN ADDITION TO THE ESV PROGRAM NHTSA HAD MAJOR RESEARCH AND DEVELOPMENT PROGRAMS IN VEHICLE HANDLING, LIGHTING AND VISIBILITY, VEHICLE CONTROLS AND DISPLAYS, BIOMECHANICS, BASIC CRASHWORTHINESS RESEARCH, RESTRAINT SYSTEMS, DRIVER BEHAVIOUR (PARTICULARLY ALCOHOL COUNTERMEASURES RESEARCH), PEDESTRIAN LIMITED OFFICIAL USE

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SAFETY, ACCIDENT INVESTIGATION AND DATA ANALYSIS, AND HIGHWAY SYSTEMS. MANNELLA STRESSED THAT THE ESV PROGRAM REPRESENTED THE SYNTHESIS AND INTEGRATION OF A BROAD RANGE OF RESEARCH EFFORTS INTO TWO COMPOSITE VEHICLES THAT CAN SET A PATTERN FOR PRODUCTION VEHICLES

IN THE YEARS TO COME. MANNELLA POINTED OUT THAT NHTSA WAS CHARTERED TO PERFORM RESEARCH TO SUPPORT RULE- MAKING AND THAT THE ESV PROJECT, AS PART OF THE TOTAL R/ D EFFORT, MUST SUPPORT RULE- MAKING. SINCE THE ESV PROGRAM IS THE ONLY TOTAL VEHICLE SYSTEMS PRIORITY, IT IS THE OBVIOUS TESTBED FOR NEW IDEAS THAT CAN BE INTEGRATED IN AN ACCEPTED SYSTEMS MANNER.

6. MANNELLA'S STATEMENT WAS FOLLOWED BY A JAPANESE DESCRIPTION OF JAPANESE RULE- MAKING. THE JAPANESE SPOKESMAN NOTED THAT JAPANESE ROAD SAFETY STANDARDS SHOULD BE REVIEWED PERIODICALLY IN LIGHT OF DEVELOPING ROAD SAFETY TECHNOLOGY BUT SHOULD NOT BE LIMITED BY THE PRESENT STATE OF THE ART. SINCE AUTOS ARE IN INTERNATIONAL COMMODITY, THE METHODS OF ROAD SAFETY TESTING SHOULD BE INTERNATIONALIZED. JAPANESE SPOKESMAN STATED THAT JAPANESE ESVS AND JAPANESE RULE- MAKING WOULD BE VERY CLOSELY INTERTWINED. IN CONCLUSION, THE GOJ INDICATED THAT AUTO MANUFACTURERS SHOULD CONTINUE UNRESTRAINED R& D, THAT TECHNOLOGICAL DEVELOPMENT SHOULD NOT BE DISCOURAGED BY PREMATURE RULES AND THAT RULE- MAKERS SHOULD ADOPT NEW TECHNOLOGY AS RULES AT THE APPROPRIATE TIME.

7. THE FRENCH AND BRITISH MEMBERS OF THE CCMC (COMMITTEE OF COMMON MARKET CONSTRUCTERS) MADE PRESENTATIONS WHICH INCLUDED AN OPENING STATEMENT BY SYG OF RENAULT- PEUGOT OUIN. OUIN INDICATED THAT ALFA ROMEO AND BMW HAD NOW JOINED CCMC (ORIGINAL MEMBERS INCLUDED BRITISH LEYLAND, FIAT, RENAULT- PEUGOT, CITROEN, DAIMLER- BENZ AND VW). OUIN NOTED THAT CCMC HAD BEEN ORGANIZED TO PROMOTE THE HARMONIZATION OF ROAD SAFETY STANDARDS SO THAT FREE TRADE COULD BE MAINTAINED. HE STATED THAT THE CCMC WOULD MAKE AVAILABLE TO THE EC ITS EXPERIENCE, BUT FELT THAT COST/ BENEFIT STUDIES WOULD HAVE TO BE MADE TO ASSURE THAT ANY COMMON STANDARDS WERE REALISTIC. THE UK PRESENTATION (MACKAY) EMPHASIZED THE DIFFERENCE BETWEEN U. S. AND EUROPEAN ACCIDENT STATISTICS AND THE NEED FOR EUROPEANS TO DEVELOP THEIR OWN ACCIDENT DATA BASE. IN PARTICULAR, HE STRESSED THE IMPORTANCE IN EUROPE OF PEDESTRIANS AND MOTORCYCLES AS THEY ACCOUNTED FOR OVER 50 PERCENT OF THE ACCIDENTS. MACKAY ALSO STATED THAT 85 PERCENT OF THE EUROPEAN VEHICLE OCCUPANT INJURY PRODUCING FRONTAL IMPACT ACCIDENTS RESULTED FROM CRASHES AT SPEEDS OF 30 MPH OR LESS. HE NOTED THAT THERE WERE VERY FEW POLE IMPACTS AND INJURIES RESULTING FROM READ END COLLISIONS. MACKAY EMPHASIZED THE USE OF SEATBELTS

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ING FROM READ END COLLISIONS. MACKAY EMPHASIZED THE USE OF SEATBELTS

AND THE NEED FOR BETTER ACCIDENT DATA. THE FRENCH PRESENTATION WAS A DETAILED REPORT DESIGNED TO SHOW THE EFFECTIVENESS OF 3- POINT SEATBELTS.

8. AT THE FRG' S SPECIAL REQUEST, DR. BRENKEN (GERMAN ASSOCIATION OF AUTOMOBILE MANUFACTURERS) MADE A CONCLUDING STATEMENT ON BEHALF OF GERMAN MANUFACTURERS. HE NOTED THAT THE FIRST PHASE OF THE GERMAN INDUSTRY' S ESV EFFORT HAD COME TO A CLOSE. GERMAN INDUSTRY WOULD CONCENTRATE FURTHER WORK ON BIOMECHANICS, ACCIDENT INVESTIGATION STATISTICS, BETTER RESTING DEVICES AND COST/ BENEFIT STUDIES. GERMAN INDUSTRY WOULD LIKE TO WORK WITH OTHERS IN DERIVING STANDARDS FROM ESV WORK, AND START A LONG- TERM PROGRAM FOR THE PURPOSE OF COORDINATING NATIONAL ROAD SAFETY STANDARDS. IN THIS RESPECT, BRENKEN POINTED OUT THAT U. S. RULE 208 ON PASSIVE RESTRAINTS HAD BEEN SUSTAINED BY THE U. S. COURTS BUT THE DUMMY TESTING DEVICE HAD BEEN QUESTIONED. BRENKEN STATED THAT DEVELOPMDT AND TESTING OF NEW DUMMIES WOULD TAKE TIME, AND THAT IN THE INTERIM GERMAN INDUSTRY WOULD LICM TO ENGAGE IN INTERNATIONAL COOPERATION SO AS TO COORDINATE NEW ROAD SAFETY RULE- MAKING. IN CONCLUSION, BRENKEN STATED THAT HE HOPED THE 5 TH ESV CONFERENCE SCHEDULED FOR MAY 1974 IN THE UK COULD BE RESCHEDULED FOR THE FALL OF 1974 AS A FISITA CONFERENCE HAD BEEN SCHEDULED IN MAY. INGERSOLL UNQUOTE ROGERS

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